

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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FRIDAY, NOVEMBER 9, 1906.

五拜

九月十一日香港

\$12 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED \$10,000,000
CAPITAL PAID-UP \$10,000,000
CAPITAL UNCALLED \$3,000,000
RESERVE FUND \$13,700,000

Head Office.—YOKOHAMA.

Branches and Agencies.

TOKIO HONOLULU SHANGHAI
NAGASAKI NEWCHANG
LYONS MUKDEN
SAN FRANCISCO PORT ARTHUR
BOMBAY CHEFOO
TIENTIN DALNY
PEKING TIE-LING
KOBÉ OSAKA
LONDON NEW YORK

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.

THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI
Manager.

Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE FUND \$1,975,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 percent.

6 " 3 "

3 " 2 "

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED \$10,000,000
CAPITAL PAID UP \$3,250,000
RESERVE FUND \$3,250,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 "

3 " 3 "

No. 9, Queen's Road Central,
Hongkong.

H. PINCKNEY,
Manager.

Hongkong, 17th October, 1906. [20]

NEDERLANDSCHE HANDEL
MAATSCHAFFIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000)
RESERVE FUND FL. 5,000,000 (\$1,750,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Chemban,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Del), Palembang, Kota-
Radja (Acheen), Telok-Semawe (Acheen),
Baudjemasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts at the rate of 2% per
annum on the daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements including
PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906. [617]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. HAUPP, Esq., Chairman.

G. H. Medhurst, Esq., Deputy Chairman.

G. Ballach, Esq.

A. J. Raymond, Esq.

E. G. Coats, Esq.

R. Shaw, Esq.

H. Mr. W. J. Gresson

N. A. Siebs, Esq.

C. R. Lehmann, Esq.

H. E. Tomkins, Esq.

D. M. Nissim, Esq.

ACTING CHIEF MANAGER:

HONGKONG—H. E. R. HUNTER.

ACTING MANAGER:

HONGKONG—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 months, 4% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% per

cent. per annum.

Depositors may transfer at their option

balance of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Haikow,
Kobe, Peking, Singapore, Tientsin,
Tsimshau, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koeniglich Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Wartha & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg,

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,

THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24]

NEDERLANDSCHE INDISCHE
HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (\$1,250,000)

Subscribed Capital FL. 10,000,000 (Paid-up)

Reserve Fund FL. 1,628,850.19 (\$135,737)

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

At—Singapore, Sourabaya, Sami-

ran, Indramajau, Bandung and Wel-

tevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pe-

cajagan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Bangkok, Saigon, Shanghai, &c.

BANKERS:

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 438 tons Captain W. A. Valentini.
" "FATSHAN" 3,300 " R. D. Thomas.
" "KINSHAN" 1,995 " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HONAM" 4,463 tons Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 1 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
" "NANNING" 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.,
Hongkong, 5th November, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 27th January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
YORK	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th November.

Content of Packages are required. No Parcel Receipts will be signed for less than \$1.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. o. o.	\$42. o. o.	\$22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain P. Obermeier, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00...Return \$80.00
TO NEW GUINEA	28.—	18.10	14.00...Return £42.00 £27.15
TO BRISBANE	30.—	20.—	14.—...Return £54.— £36.—
TO SYDNEY	33.—	23.—	15.—...Return £59.10 £41.10
TO MELBOURNE	34.10	24.10	16.—...Return £61.50 £44.5
TO YOKOHAMA	80.00	60.00	40.00...Return \$170.00 \$120.
TO KOBE	95.00	70.00	50.00...Return \$170.00 \$120.
TO YOKOHAMA & back from KOBE to HONGKONG	140.00	100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	597. o. o.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. o. o.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

FOR STEAMERS.

YOKOHAMA & KOBE PRINZ SIGISMUND * WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, } PRINZ REGENT LUITPOLD. WEDNESDAY, 21st Nov.
KOBÉ & YOKOHAMA, } PRINZ EITEL FRIEDRICH. WEDNESDAY, 5th Dec.
SHANGHAI, NAGASAKI, } Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.
VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers,
P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent
Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	62. o. o.
TO BREMEN	63. 10. o.
TO PARIS VIA CHERBOURG	65. o. o.
TO NAPLES, GENOA VIA GIBRALTAR	65. o. o.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

Hongkong, 8th November, 1906.

MELCHERS & CO., AGENTS.

Estimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings, and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 378, 508, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Intimation.

W.M.
POWELL,
LTD.,
Ladies' Outfitters,
ALEXANDRA
BUILDINGS.

SMART
OSTRICH
and
MARABOUT
FEATHER

STOLES,

\$10.00

to

\$38.50

Each.

NEW
BLOUSES
for
AFTERNOON
and
EVENING
WEAR.

GLOVES, HOSIERY,
FOOTWEAR,
GOLFERS,
MOTOR CAPS,
BELTS,
UNDERWEAR,
LACES,
CHIFFONS,
RIBBONS,
and
a Splendid Selection
of
MILLINERY.

REASONABLE PRICES.

POWELL'S
HONGKONG.

Hongkong, 9th November, 1906.

Intimation.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]

SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above vessel as she lies all standing at KOWLOON COALING DEPOT will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, up till noon on the 30th November. The purchaser will be required to remove and break up the vessel within a reasonable time, and will be called upon to deliver to the Naval Yard the Ship's Boilers and Anchors.

Intending purchasers can inspect the vessel on and after the 17th instant, by application, during Yard working hours.

The highest Tender will not necessarily be accepted.

The particulars of the Ship are as follows:—
Steel Twin Screw Coppered Ship of 185
feet length, 32' 6" beam, Displacement
1,750 tons, fitted with Vertical Triple
Expansion Engines.

Further information and particulars as to
sale to be obtained on application to the Naval
Store Officer, H.M. Naval Yard, Hongkong.
Hongkong, 8th November, 1906. [1077]

Auction.

EXTRAORDINARY ART SALE BY
PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 10th November, 1906, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A SUPERB COLLECTION OF
JAPANESE GOLD DAMASCENE WARE,
Comprising:—

GOLD CIGAR BOX, INCENSE BURNERS,
INKSTANDS, FLOWER HOLDERS,
BROOCHES, SLEEVE LINKS AND STUDS,
NECKLACES, BUTTONS, HAIR PINS,
&c., &c., &c.

N.B.—There has never been an important exhibition of these wonderful Articles outside Japan and suitable for X'mas and New Year's presents.

On view from to-day.
Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 9th November, 1906. [1074]

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in
SHANGHAI as AVERAGE ADJUSTER
and am prepared to undertake the adjustment of
General and Particular Average and other
Claims.

Telegraphic and Postal Address:

"WADMAN SHANGHAI,"
H. P. WADMAN,
Corresponding Associate,
Association of Average Adjusters,
Great Britain.

22nd October, 1906. [1062]

Entertainment.

AL FRESCO FETE
IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL
TO BE HELD IN THE
Compound of the Roman Catholic Cathedral,

ON
SUNDAY,
11th November, 1906, from 9 P.M. to 11 P.M.
ADMISSION TICKET \$1.

Which is entitled to a Souvenir on its presentation
at the Souvenir Pavilion on the
evening of the Fete only.

The public is respectfully invited to inspect
the various Stalls from 2 to 7 P.M. on the
11th instant during which time Machado's
String Band will be in attendance.

Tea and Cakes will be served during the
afternoon.

By kind permission of Lieut.-Col. A. G.
FITTON and Officers of the Band of the Second
Battalion "The Queen's Own" (Royal West
Kent Regiment) will play from 9 to 11 P.M.

Tickets can be obtained from to-day at
Messrs. Graca & Co., Hongkong Hotel Stall,
and at the Roman Catholic Cathedral Com-
pound on Sunday, the 11th instant, from 9 A.M.
to 7 P.M., and at the Gate on the night of the
Fete.

Hongkong, 1st November, 1906. [1060]

To Let.

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.
Apply to—
X. Y. Z.
C/o Hongkong Telegraph,
Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods'
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.).
Apply to—
HO TUNG,
Comprador Department,
Jardine, Matheson & Co.,
Hongkong, 26th September, 1906. [1049]

TO LET.

OFFICES in KING'S BUILDING and
WORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIPPON TERRACE.
A HOUSE in WONG-NEI-CHUNG ROAD.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 5th September, 1906. [71]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 31st July, 1906. [789]

For Sale.

FOR SALE.
WELSBACK'S IN-
DOOR and OUT-
DOOR 4-LIGHT
GAS ARC LAMPS;
Do. BOXED LIGHTS;
Do. HARP LAMPS;
Do. MANTLES, CHIM-
NEYS, GLOBES,
SHADES, &c., &c.,
and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.

NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Voeux Road Central.
Hongkong, 1st November, 1906. [1062]

SELF CURE NO FICTION!
MARVEL UPON MARVEL!

NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill or falling into
the deep ditch of quackery, will be speedily
and easily relieved without the least
risk of a second party. By the introduction of
THE NEW FRENCH REMEDY

A complete revolution has been wrought in this
department of medical science, which has hitherto
been the most difficult to treat, and which has
been the cause of untold misery for years.

THE THERAPION NO. 1, A Sovereign
Remedy for primary and secondary skin
eruptions, ulcers, pains and swellings of the
joints, and those complaints of the body
which are generally but erroneously
supposed to cure. This preparation purifies the
whole system through the blood and thoroughly
eliminates all the poisons.

THE THERAPION NO. 2, A Sovereign
Remedy for, deafness, nervousness, impaired
vitality, sleeplessness, distaste and incapacity for
undertaking, and those complaints of the body
which are generally but erroneously
supposed to cure. This preparation purifies the
whole system through the blood and thoroughly
eliminates all the poisons.

THE THERAPION NO. 3, A Sovereign
Remedy for, deafness, nervousness, impaired
vitality, sleeplessness, distaste and incapacity for
undertaking, and those complaints of the body
which are generally but erroneously
supposed to cure. This preparation purifies the
whole system through the blood and thoroughly
eliminates all the poisons.

THE THERAPION is sold in principal Chemists
throughout the world. Price in England
& A. G. in Hongkong, 40/- in a box, which
contains 100 small bottles.

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Sold by all Chemists.

JAPANESE IN SAN FRANCISCO.

ACTION BY THE WASHINGTON GOVERNMENT.

A San Francisco message to the *Press*, dated
the 27th ult., states that Mr. Metcalf, the U.S.
Secretary for Commerce and Labour, had left
Washington for San Francisco, for the purpose
of explaining to the San Francisco authorities
that the anti-Japanese movement would, if
persisted in, disturb diplomatic relations
between Japan and the United States. President
Roosevelt and Mr. Root are more con-
cerned for the maintenance of friendly relations
between Japan and America than in the local
questions confined to San Francisco, and entire-
ly disapprove the action of the Board of
Education of San Francisco.

Mr. Metcalf has been instructed to consult
the Governor of California, the Acting-Mayor,
the Japanese Consul, and the Board of Education
at San Francisco; and report to President
Roosevelt on the situation, and the cause of
the anti-Japanese agitation.

Mr. Metcalf will explain that the anti-Japan-
ese movement in San Francisco will result in
heavy damage to commercial interests in the
Far East, and that the U.S. Government and
American citizens in general are bound to re-
spect the rights of Japanese under treaty.

The Washington Government will com-
municate with the Japanese Government as to
the object of Mr. Metcalf's visit to San
Francisco, and give assurance that the U.S. Govern-
ment will fully observe its treaty obligations.

No one, concludes the dispatch, can at present
predict what course the President will take
in the event of the San Francisco authorities
persisting in their action towards Japanese
children.

Japanese papers publish a San Francisco
dispatch to the effect that an Association of
Japanese in San Francisco, acting under the
advice of the Japanese Consul there, has in-
stituted an action in the Circuit Court against
the Californian Board of Education in regard
to the expulsion of Japanese children from the
public schools. The Japanese Association has
retained a noted jurist to conduct its case, and
the result of the legal proceedings is looked
forward to with great interest. (A Reuters
San Francisco message, published in our last
impression, stated that Judge Wolverton, in
the United States Circuit Court, ordered the
San Francisco Board of Education to show
cause by November 5th why Iyashibara, a
Japanese pupil, be not reinstated in the Pacific
Heights Grammar School.)

The U.S. Government is greatly concerned
at the attitude taken by the authorities at San
Francisco. The general opinion in America
is that both the United States and Japan are
violating the treaty of 1894.

Japanese journals observe that the present
agitations in San Francisco for the exclusion
of Japanese children from school is stronger
than is generally anticipated. During the
time Mr. Chinda, now vice-Minister for Foreign
Affairs, was Japanese Consul at San Francisco,
similar agitations broke out, and though they
were less violent than the present movement,
all the Japanese rose and did their best to re-
verse the situation—the officials making
protests, others writing to newspapers and holding
public meetings—and they succeeded in
inducing the San Francisco authorities to
withdraw the illegal decision. Yet it was
about two months before the question was
settled. This time the San Francisco authorities
themselves have started the movement,
fully prepared to resist Japanese influence.
From this fact alone, it may be seen how
strong the anti-Japanese spirit is in the Ameri-
can community. The Central Government of
the United States has no authority to interfere
with the local administration of State, and it
only perplexes the Central Government to
carry on negotiations with reference to the
treaty, and such negotiations will be of no effect.
The condition of affairs in America is very
different from those prevailing in Japan, and
things in America cannot be accurately judged
from a Japanese standpoint. The Japanese
Government may be taking all the steps
necessary under the circumstances, but the
agitation may last until the conclusion of gen-
eral elections next month.—*Japan Chronicle*.

CHINESE BADLY WANTED.

6 COLOURED LABOURERS USELESS.

An admirer of Chinese labour writes as fol-
lows to a New York daily:—No one who has
seen the quiet, patient, industrious Chinese
house servants and gardeners of California can
help wishing that all of the States had a full
and ample supply of the same kind of help.
Today, with a short supply of independent,
incompetent and impudent house servants, the
price for inferior service has advanced to such
a figure that many families cannot afford to
keep a servant, while those who can endure all
sorts of humiliation in order to keep them.

The wife and mother of to-day cannot direct
and govern her own household affairs, but is
tired, if she attempts it, by arrogant impudence
and refusal to obey her just and righteous re-
quirements.

She knows full well that if she discharges the
offenders she has only to repeat the experience
with the next lot.

Thousands on thousands of the homes in this
country are waiting anxiously to be delivered
from the bondage of this tyranny, and the de-
livrance is the Chinese.

Many years ago, at the bidding of the red-
mouthing sand lot labour agitators of San Fran-
cisco, Congress was bullied into passing the
Chinese exclusion bill, and to-day the country
is paying dearly for it. The railroads want
50,000 labourers; the South needs an innumer-
able supply to take the place of the unreliable,
lazy coloured people, and our suffering, helpless
wives and mothers can use all who come.

The United States requires from 25,000 to
50,000 Chinese labourers on the Panama Canal,
and deliberately breaks its own laws by
necessity in admitting the Chinese as con-
tract-labour to its own dominion.

Now let a worse necessity admit them to
our homes, if San Francisco doesn't want

them, but she really does now, let the Chinese
be ticketed through to New York and any
other cities that will be glad to welcome them.

I trust a public sentiment may be aroused
that will lead to the repeal of the unrighteous
and infamous exclusion act at the next ses-
sion of Congress.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BLOWLY."

having arrived, Consignees of Cargo are hereby
informed that their

ADVERTISEMENT.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to sent the taste.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

In consequence of Mr. Macpherson's observations and report to the Government, says the *Vancouver World*, restrictive legislation will be introduced next month—that is November, "the Government being fully alive to the gravity of the situation" brought about by what Mr. Macpherson terms the "Sikh invasion." "The authorities at Ottawa," said Mr. Macpherson, in an interview with a representative of the above journal, "do not want that kind of people here, and do not intend to have them. Existing machinery, it has been found, is not sufficient for the purpose of preventing the influx; consequently machinery has to be provided, the machinery, taking the form of an amendment to the Act governing immigration. The conservative press in the east is practically a unit in declaring for the open door for the natives of India, and some have been filled lately with denunciatory articles aimed at myself and others, who are determined to give British Columbia a chance of being a white man's country. Every word as to the practical evil which these easterners will calmly see inflicted on this community, is answered by the parrot cry, 'They're British subjects like ourselves.' They're not like ourselves. That's just the trouble. But, of course, people who could not see why we should not extend the blessings of civilization to the Chinese are equally unable to see why we object to having other Orientals quartered among us." Quite so, but when the far-reaching cry for labour for Canada, some years ago, was heard, there was no note of warning that British subjects, natives of India, would not be acceptable. In excluding the Indian the Dominion Government is pursuing a very shortsighted policy, and Mr. Macpherson, evidently knows not whereof he speaks when he says they are not wanted. The Indians make excellent farm labourers, foresters and agriculturists. It is therefore difficult to understand how such a class can be "not wanted" anywhere where there is country to be opened up, cultivated and developed for the use of man.

LOCAL AND GENERAL

MR. Arthur Chapman has been appointed secretary to the Public Health Commission, in succession to Mr. C. F. W. Bowen-Rowlands, on leave, with effect from the 1st inst.

At a regular meeting of the United Service Lodge 1341 E.C. held last night the following officers were elected for the ensuing year: Bro. H. W. Wolfe, P.M. W.M. Master Bro. H. Watson, P.M. Treasurer and J. Vanstone, Tyler.

The Portuguese gunboat *Rio Lima*, despatched by His Excellency the Governor of Macao to represent His Most Faithful Majesty the King of Portugal, at the celebrations in honour of His Majesty King Edward VII's birthday, arrived in port last evening.

The godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., situated at Kowloon, have been established as a bonded warehouse for the use of dealers in morphine and compounds of opium imported for exportation and not for use or sale in the Colony.

THE *Singapore Free Press*.—The repair to *Khit* which put at Saigon after the typhoon with a broken tail shaft, are not able to be carried out at the French port and she comes down here under tow, being expected Sunday. With the *McLellan*, *Emma Luyken*, *Kithi*, *Tanjong Pagar* ought to keep its head above water till the end of the year.

BY kind permission of Lieut.-Col. A. G. Fenton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 10th inst.—

March.—"Olympia"..... Clark
Overture..... Sons
Selection from..... Sons
"The Bohemian"..... Puccini
"Valle Mistura"..... Walbrer
"Count Solo"..... Sullivan
"Gavotte Song"..... Minosa
"Selection from..... Philip
"God Save the King".....

On the 21st of September the funeral took place at Nantes of Captain Bougoin, the late Military Attaché in the French Legation at Tokyo, who, it will be remembered, was sentenced to imprisonment during the recent war for divulging military secrets. According to *Le Petit Phare* the remains were taken to Nantes for burial from Annecy, but the cause of death is not stated. A company of infantry, under Captain Romance, attended the funeral, and muffled drums were rolled as the cortége passed by. A large number of French army officers followed the coffin to the grave, and many beautiful wreaths were sent by relatives and friends.

THE following extract from the log of the O.S.K. *Chosu-maru* records the salvage of a steamer which had been at the mercy of the waves for three days, and was safely towed for over a hundred miles by the O.S.K. vessel:—"On October 19th, at 3 p.m., in latitude 38° 0' N., longitude 124° 33' E., off the Sir James Hall Group, west coast of Korea, the O.S.K. steamer *Chosu-maru*, Captain H. S. Smith, met with the s.s. *Inu-maru*, flying signals of distress, engines disabled, and seven feet of water in her engine-room, having drifted helplessly in this condition for three days. The *Chosu-maru* towed her in tow, and towed her to Antoiken, a distance of 116 miles, arriving there safely on the morning of the 20th at 9 a.m. The steamer *Inu-maru* is owned by the Okinawa Kainu Knisha, and the complement of hands on board, including two Japanese passengers and 15 Chinese, was forty-five."

THE KING'S BIRTHDAY.

THE REVIEW.

To-day His most Gracious Majesty King Edward VII., of Great Britain and Ireland, and the British Dominions beyond the Seas, Emperor of India, has attained the 65th anniversary of his birthday, and Hongkong, in common with the rest of the British Empire, has rejoiced and been exceeding glad, and donned its gaudies, clothing itself in the draperies of decorative bunting. The British ensign, the "Union Jack," was conspicuous everywhere, both ashore and afloat. All the Government, as well as most of the private offices and the Banks were closed, some all day and others some from noon, while the schools throughout the Colony observed a general holiday. The harbour presented a very gay sight as all the British and many foreign ships at anchor in port were "dressed," while several of the foreign Consuls displayed the "Jack" outside their offices, alongside the flags of their own countries, this being particularly noticeable in the case of the Japanese Consul's and other Japanese offices, as did the hotels. Unfortunately the day broke cloudy and dull; while an unpleasant drizzle dripped drearily down, from a very early hour, which made things generally very unpleasant, and kept hundreds of intending spectators away from the Happy Valley where the Review took place, they wisely declining to run the risk of catching a chill in such an atmosphere. The usual Royal salutes were fired both on shore and afloat at noon. The function of the day was, of course, the Birthday Parade and Review, which, however, was robbed of much of its interest by the unavoidable and most regrettable absence of His Excellency the Governor, Sir Matthew Nathan, expressions of that sincere regret being heard on every side, among the throng of spectators who ventured out, despite the unpleasant atmospheric conditions. This was the third occasion of this Review being held in the morning instead of as previously had been the annual custom, of holding it in the afternoon. This gave the military, the Naval, and the Police, who had their different parts to perform, a better chance of spectators who ventured out, despite the unpleasant atmospheric conditions. This was the third occasion of this Review being held in the morning instead of as previously had been the annual custom, of holding it in the afternoon. 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TELEGRAMS.

[Reuters.]

The Duke of Connaught.

London, 7th November.

The Duke of Connaught will start in December on an unofficial visit to India, and on an official tour to Ceylon and Hongkong.

Later.

The Duchess will accompany the Duke of Connaught on his visit to the Far East.

The Governorship of New York.

The latest returns indicate that Mr. Hughes, the Republican candidate, has been elected Governor of New York with a narrow plurality, defeating Mr. Hearst, the Democrat.

Later.

Mr. Hughes was elected Governor of New York by a majority of 55,000.

The China Association.

At the dinner of the China Association, Mr. Gundry, president, said he was convinced that the policy of the Chinese was to drive a wedge here, and loosen a brick there, until they gained full control of the Customs, hence the Association's active protest. Japan had given proof of her good intentions by the opening of Dalmatia to trade.

Sir Ernest Satow emphasised the extreme difficulty of the position of the British Minister in Peking now-a-days and gave a tribute to the admirable assistance he had received from the loyal and zealous servants of the British Government.

The Straits Settlements.

Letters Patent, including Labuan in the Straits Settlements, have been gazetted.

H.E. VICEROY SHUM.

PREPARING TO LEAVE CANTON.

[From a Correspondent]

Canton, 8th November.

H.E. Viceroy Shum is now completing his arrangements for leaving Canton, and only awaits the arrival of H.E. Chow Fu, the Vice-roy-designate. As soon as H.E. Shum has handed over the Vice-regal seals of office to H.E. Chow Fu he will leave at once for Shanghai, to spend the month's holiday that has been granted him by his Imperial Master. On the expiration of the month's leave he will go to Peking for an audience with the Emperor and the Empress Dowager, before sailing for Yunnan and Kwachow.

ON THE RAILWAY AGREEMENT.

Once again H.E. Viceroy Shum has sent a despatch to the Board of Foreign Affairs at Peking, stating that (in his opinion) the terms embodied in the Kowloon-Canton Railway agreement, between Great Britain and China, are much too one-sided, as they are too much in favour of Great Britain. A similar fault is found by H.E. with the American agreement regarding the Canton-Hankow railway, which, he says, favours the Americans too much. H.E. has therefore urged upon the Board of Foreign Affairs the necessity for revising and reconsidering the matter.

PROTECTORATE WORLD.

SEASIDE.

DUTCH ENTERPRISE AND GERMAN MONEY.

It is being gradually discovered that as the result of a number of a traitor moves Dutchmen are fast securing the position of prominence occupied by Englishmen in the old fields of the Far East. They are doing this largely through the secretly employed influence of the flourishing Royal Dutch Petroleum Company.

In the island of Sumatra this company has some three hundred thousand acres of oil-bearing territory, several refineries, and a huge distributing system, which includes storage installations and a fleet of oil-carrying steamers.

The news that it has definitely offered to purchase what is practically a partnership in the British "hell" Company is this week followed by the statement that it is behind a German syndicate which is buying oil-fields at Moreni and Colibassi, and a refinery at Ploesti, in Roumania. It is also reported that, with the approval of the Royal Dutch, the Nederlandsche Industrieën-Handelsmaatschappij (in which the Shell Company has a preponderating interest) has decided to increase its share capital by no less than 18,000,000 guilders (L5,000,000).

Obviously, great changes are being made in the organisation and finance of oil companies, and these are certain to quickly reflect on European market conditions.

The Dutchmen, allied with several German financed oil-fields will, particularly when they secure an interest in the Shell Company, be able to put up a fight agaist the Standard Oil Company in the European markets. They will control the enormous production of the oil-fields of the islands of the Far East, draw oil from some of the best territories in Roumania, and, through the Shell, get auxiliary supplies from Texas, Russia, and other parts of the oil world.

FRENCH PHILANTHROPY.

TO EDUCATE CHINESE BOYS.

[From a Correspondent]

Canton, 7th November.

It is understood that a gentleman has arrived here, as the emissary of a wealthy French gentleman who intends to provide the education, passage and keep, of a number of smart Chinese boys from the provinces of Kwangtung, Fukien and Pechili. The philanthropist's scheme is to send the boys to France, maintain them there, give them every educational advantage, and, at the expiration of four years from the time of their landing in France, to return them to their own country. In this connection the French Consul here had an interview with H.E. Viceroy Shum, a few days ago, to ask that some Cantonese boys be allowed to join the student party, and it is understood that this will be permitted.

A MORNING AT THE RAILS.

"Taiping, get up! B'long alla same 'hap pas gib'e!" I rouse myself, mentally cursing the "boy," the race-course, and the ponies, incidentally. This is by the way. By five-forty-five I put in an appearance at the coffee room and the flavour of the great Ah Tai's brew strikes my olfactory organs rather cheerfully and invitingly.

As I stand at the rails, looking at a misty course, and at intervals at a passing pony, and at the same time listening to the great "yarns" being related by a jollier crowd not far away, I wonder if the lunatic who first got the idea of racing into his empty brain-box ever experienced leaving a warm bed on a cold morning to face a still colder race-track. After some deduction I arrive at the conclusion that he had not, that he was one of those "things" that preach and don't abide by what they say, and that if he had, and I had the good luck of meeting him—well, that's not what I am here to do.

Turning round to return home I receive a thundering shout, which, I believe, was caused by the deliverer for my back—one of those whacks that would perhaps send some of the China ponies I have seen to their graves—but which touched elsewhere, I meet a friend—not a sport by a long chalk, but one of those persons who try to make one believe that it is impossible for him to remain in bed after four o'clock, and that his presence on the course was for the benefit of his health—not by any means looking for any tips that might be of use on race days! I hinted, at the time, that he should consult the vet for his malady, if he allowed it to continue at the present rate he might some day find it impossible to go to bed at all, and that during one of his "health trips" one morning he might be mistaken for a beach-comber and pinched by an ignorant Indian cop, and nailed for being a suspicious character. He said he would take my advice, and we adjourned to the office-room for an "eye-opener," which was no doubt badly wanted.

As I emerge from the coffee room I run up against our great gymskhana "jock," who I regret to say, has not yet met with the success of an official meeting, but who has had the worst of luck, usually getting laid up just the day or two before the meeting takes place. He has, however, worked in one or two dark ones on us at the Gymskhana, and is very likely to do so again. I, to my great regret, got it in the neck on one occasion, having laid too to 30 against the winner. The next on the scene is one of our champion feather-weights, who has not had the best of luck in his mounts but who, if Fortune should show her smiling face, will be one of the first to meet her half way and do this part of the business. It is now getting a bit light so I resume my overcoat and stow up and down on the rails, and watch such a gale were very great.

On Wednesday last the *Taiko-maru*, a Japanese schooner, carrying lime and wood from Fukien to Chemulpo, was blown out of Kozaiki—where she was anchored—by the typhoon. After her cables parted she drifted out to sea, and was about fifteen miles from Kozaiki light-house when sighted by the N.Y.K. steamer. The *Aki-maru* had been in a typhoon for four days coming up from Shanghai to Kobe, and a very high sea was running, with a moderate breeze, when the distress signals of the *Taiko-maru* were sighted about 6.15 p.m. on the 24th instant.

Captain Yagi and Mr. J. C. Richards, the chief officer, were on the bridge, and immediately Captain Yagi observed the *Taiko-maru* in distress he stopped his ship, and ordered a boat to be lowered to go to the assistance of the crew of the wrecked schooner. Volunteers were called for to man the boat, and the response was so spontaneous and ready that the boat could have been filled twice over. The crew was composed of the following men, in charge of the chief officer of the *Aki-maru*:—S. Irie, third officer; S. Harada, cadet apprentice; Kato, Notobe, Akimoto, Tanabe, Kato, Mori, Kodama, and Matsuda, seamen. The ears were double-manned, owing to the heavy weather, the third officer and the bosun pulling stroke. All the boat's crew had life-belts on, in the best precaution possible, although eye-witnesses state that it is doubtful if they would have been of much value in such a sea.

When the lifeboat left the side of the *Aki-maru* it was already dark, and before the boat had gone very far the chief officer found that it was impossible to steer her with the rudder, and he had to use an oar. To make matters worse, the lantern on board capsized and went out, so that those on board the liner lost all trace of the lifeboat in the darkness. The gallant seamen pulled away with all their strength, and at last approached the disabled schooner. It was impossible, however, to get alongside, owing to the seas, and eventually the chief officer, Mr. Richards, passed a line from the lifeboat to the schooner, and the whole of the crew, six Japanese, were safely towed across to the line and hauled into the boat. All these unfortunate men were in a terrible condition, being badly burned by the lime, and were thoroughly exhausted. The schooner was in a very bad state, and sinking. Her masts and rudder were gone, and she was stove in aft.

At 11:15 here comes the pick of the basket, Mr. Clarke's Arab-looking grey, "owner" up, and moving well as he goes a gentle canter. What a hope are we tried in this noble animal, "Can catch the German Cup, or perhaps N.B.U." Mr. Macdonald's small boy is a bit of a good and appears to catch hold a little more than a bit, in his center this morning, he laid himself out like a workman. There seems to be no reason why he should not turn out a fair pony at all, but he will buck up or down.

Mr. Hunter has a chestnut, who has a strong antipathy to the race-course, but who will no doubt be a good son when he decides to give up his objection. He is a good-coloured one and shapely.

Mr. Longue's does not strike the eye although I am told for the first few days the pony endeavoured in the eyes of the master to do so. In his canter the other morning he had a decided rocking horse action up and down in the same place.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk. The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered. It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger. The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men. In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

FALSE TRADE-MARKS.

SEIZURE OF RUBBER SHOES.

[From a Correspondent]

Canton, 7th November.

For some time past it has been suspected that the rubber shoes being sold in Canton, and bearing the marks designating them as of Messrs. W. G. Humphreys and Co.'s manufacture, were spurious imitations. The master was investigated as it was found that the shoes sold as W. G. Humphreys' never saw that company's factory. Representations were accordingly made to the British Consul-General, who, upon the strength of them, requested the Nam Hoi Magistrate to arrest a shop-keeper, named Yik Fung, who had a shop in Koo Yee Street, who had those shoes in stock and was selling them. The arrest was accordingly made and the shoes seized, and the master is now in the hands of the Magistrates.

DARING RESCUE AT SEA.

SIX LIVES SAVED.

Further details are now available of the rescue of six Japanese sailors by the N.Y.K. *Aki-maru* on Wednesday evening last, already briefly reported, says the *Japan Chronicle* of 30th ult. From information obtained yesterday by a *Chronicle* representative from passengers and others on board the *Aki-maru* it appears that the rescue of these distressed men was a particularly gallant act, as tremendously high seas were, running at the time, and the chances against a ship's lifeboat weathering such a gale were very great.

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Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

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BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLE,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

THE S.S. "AUSTRALIEN."

Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 13th November,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line's Sydney bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. TONKIN 27th November.

S.S. ERNEST SIMONS 11th December.

S.S. POLYNESIEN 23rd December.

S.S. CALEDONIEN 8th January.

S.S. SALAZIE 22nd January.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th November, 1906.

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Connecting at Tacoma with
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PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
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Steamer. Tons. Captain. Sailing.

Tremont 9,000 T. W. Garlick. 27th Nov.

Petrelles 37,533 F. G. Purinton. 20th Dec.

Lyra 4,417 G. V. Williams. 29th Dec.

Shawmut 9,006 E. V. Roberts. 23rd Jan.

Hayes 37,533 J. A. Allen. 30th Jan.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

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The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
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DODWELL & CO., LIMITED,

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Hongkong, 5th November, 1906.

[12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

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S.S. "CHAZEE" 24th November.

FOR NEW YORK.

S.S. "ST. PATRICK" 10th December.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th November, 1906.

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AN APPEAL.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
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THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this to
BOMBAY, on SATURDAY, the 17th November,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the
Company's S.S. *Mollan*, 9,629 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargos in France
and Tea for London (under arrangement)
will be transhipped at Colombo into the
Mail steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mac-
donald* due in London on the 29th December.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd November, 1906.

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CUTLER, PALMER & CO.

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

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Hongkong, 15th November, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ADDITIONS RETURN AT PRESENT QUOTATION BASING LAST YEAR DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,350,000 \$250,000	\$1,712,472	\$1.15 @ Ex. 2/11=\$16.47 for first half- year 1906	53 1/2	\$87 1/2 sellers London 204.10f.
National Bank of China, Limited	10,075	\$7	\$6	\$150,000	\$74,092	\$2 (London 3/6) for 1905	...	\$47 buyers
MANUAL INSURANCES.								
Canton Insurance Office, Limited	6,000	\$250	\$50	\$1,675,000 \$270,000	\$233,638	\$20 for 1905	61 1/2	\$300
North China Insurance Company, Limited	6,000	\$15	\$5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15 for year ended	6 1/2	Tls. 85 sellers
Union Insurance Company of Canton, Limited	10,000	\$250	\$100	\$1,131,131 \$1,153,844 \$1,179,279	\$2,72,771	Interim div. of 30/6 for 1905	41 1/2	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,488 \$61,527	\$509,134	Final 13 special dividend for 1904	41 1/2	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,600,000	\$44,168	66 for 1st 64	61 1/2	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,220,926	\$422,618	\$25 for 1904	76 1/2	\$330 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	10,000	\$25	\$25	\$16,000 \$264,648	\$6,663	\$1 1/2 for 1905	61 1/2	\$23
Dinglas Steamship Company, Limited	10,000	\$50	\$50	\$93,562 \$250,100	Nil	\$23 for year ended 10/6	61 1/2	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$160,000 \$144,386 \$120,000	\$5,464	6 for 1st half-year 6	76 1/2	\$271 buyers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,280,918 \$1,399	\$10,010	10/10 @ Ex. 2/11=\$16.60	61 1/2	\$23 sellers
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 2,015	Interim div. of Tls. 2 1/2 a/c 1906	9 1/2	Tls. 36 sellers
Shell Transport and Trading Company, Limited	10,000	\$1	\$1	\$1,141,141	\$207,115	Interim div. of Tls. 1 1/2 for 1905	4 1/2	\$111 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,05,000 \$1,08,000	\$218	\$1.50 for year ending 31/12/1905	41 1/2	\$28 sa. & b.
Tai Po Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,305,479 \$18,000 Tls. 81,200	Tls. 13,013	Interim div. of Tls. 2 account 1906	8 1/2	Tls. 50 sellers
TEA.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$4,600,000 \$86,179	\$10,014	Final of \$15 making 5 for 1905	17 1/2	\$145
China Sugar Cultivation Company, Limited	10,000	\$15	\$100	\$1,000,000	Tls. 13,2523	\$5 for 1907	...	\$22
MINING.								
Chinese Engineering and Mining Company, Ltd.	10,000	\$1	\$1	\$11,000 \$26,011	\$12,546	Final of 1/1 No. 71 making 2 for year	7 1/2	Tls. 98 sellers
Central Consolidated Mining Company, Limited	10,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 in 1905	7 1/2	G. \$14
South Australian Gold Mining Company, Limited	10,000	\$1	\$1	\$4,873	Dr. 18,745	No. 12 of 1/1=48 cents	...	\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$1 for 1905	14 1/2	Tls. 22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$10	\$10	\$500,000 \$65,160 \$20,000	\$20,049	2 1/2 for 1st 1906	61 1/2	\$90
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$40,500	\$39,087	26 for first half-year ending 30/6/06	8 1/2	\$150
New Amoy Dock Company, Limited	10,000	\$1	\$1	\$40,500	\$3,221			